

QUA-RAE

HERE IS NEWS OF....THE RADIO ASSOCIATION OF ERIE, INC.

VOLUME 5

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ERIE'S FINEST AMATEUR RADIO NEWSBULLETIN BY FAR !

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The Radio Ass'n. of Erie, Inc. Serving area "Hams" for over 27 years.

WPA CW TRAFFIC NET ACTIVITY FOR APRIL 1974 3585 khz, daily at 2300 GMT

30 sessions 353 messages 383 QNI

K3VQV	27	W2DSS	12	WA3TMR	7	W3ARC	1	NCS:
W3LOS	27	W3KUN	12	WA3IPU	5	K8KMQ	1	Sun.....K3CB
WA3SWF	26	W3ELZ	11	WA3SZX	5	K3KTH	1	Mon.....W3LOS
W2KAT/3	24	W3SN	10	W3OEO	3	W3LOD	1	Tues.....WA3SWF
WA3TTS	24	W3UT/3	10	W3ATQ	2	WA3QOZ	1	Wed.....WA3TTS
K3OFN	22	WA3VWJ	10	W3HDH	2	WA3QQR	1	Thurs.....
K3CR	20	W3KNK	9	W9MUC	2	OTHERS	5	Fri.....W3NEM
W3RUL	18	K3SJM	9	W3NEM	2			Sat.....W2KAT/3
WA3RVJ	18	W3IDO	8	VE3SB	2			
WA3UJP	15	K3CB	7	W3SIJ	2			
W3IYI	12	K3HCT	7	K3ZNP	2			

3RN Reps:

WA3SWF.....27
W2KAT/3.....18
WA3TTS.....7
W3UT/3.....3
W3LOS.....2
W3KUN.....1
WA3UJP.....1

BOB, W3NEM, IS GIVING UP HIS SCM job on June 11. Our new SCM will be Donald J. Myslewski, K3CHD, 45 McMahon Dr., Irwin, Pa. 15642. All monthly activity reports beginning with May's should be sent to Don (by the fifth of the month). Bob is not giving up his 3RN managership because he "enjoys traffic too much." We welcome Don and assure him of our co-operation. To Bob we say, best of luck, old timer, and see you around on the nets.

ON APRIL 4, WITH W3KUN AS NCS, there were 37 messages exchanged on WPA. That's quite a feat. In fact, it's a record for the time I've been manager, surpassed only by the all-time record set on January 29, 1966, when 57 messages were exchanged in one session.

IN ASSOCIATION WITH WORLD Telecommunications Day, the Penn State Amateur Radio Club will be using the special call KE3ITU from May 11 to May 19. Vice President Matt, WA2QNT, didn't specifically say so, but I'll bet they will have a special QSL card, which will be a rare and interesting one to try for.

K3CR, THE PENN STATE ARC STATION, will be manned by the following operators until the end of the school year: Sunday, Doug, WA3JTH; Monday, Pete WA3QQR; Tuesday, Bob, WA3GYT; Wednesday, Dave, WA3VJZ; Thursday and Friday, Matt, WA2QNT..

ENCLOSED WITH THIS BULLETIN is K3CB's excellent article on traffic handling.

73 and 76

L. B. Weiner, W3LOS, MGR WRA

TAKE TIME TO WRITE SOMETHING
FOR YOUR CLUB PAPER

(3)

" AIN'T IT THE TRUTH



The May meeting of the Erie Radio Association, Inc., was held on the 2nd, at the Red Cross Building, 150 W. Sixth St., Erie Pa. There was some delay in getting the meeting under way due to a missing door-key, but this was found and the meeting got started at 8:35 P.M., EDST with K3QHO presiding.

The Treasurer's Report showed a present balance of \$666.09.

The Secretary's Report was read, corrected, and approved.

CORRESPONDENCE:

- 1) First National Bank of Erie, Pa., Check for \$4.00.
- 2) Waterford Electric Bill \$14.72.
- 3) Quarterlies from Crawford County Radio Society, and QST de NARC from State College.

COMMITTEES:

QUA-RAE - WA3TRJ reported that everything went smoothly with the present run of 285 copies of the present quarterly. He also reported that the typist should be paid for last month. The motion was made by W3SN that Janice be paid \$10.00 for last month. Hoppie also reported that the present postal rate of 1.7¢ is the same rate that we have been paying right along and that the total cost of mailing does not seem to have changed noticeably. W3SN jokingly complained that the QUA is heavier but all agreed that the staff has done an excellent job.

PROPERTY:- WA3MAU discussed the repair of the generators, pointing out that they are presently being repaired but that there is no bill at this time. He brought out that there has been a problem in the past with unidentified persons removing parts and not replacing them. He constructively showed how this could be both inconvenient and embarrassing to RAE.

ACTIVITIES - WA3PZQ announced that the speaker for the May Meeting is not yet known. K3QHO commented on the fine turn out at the last activities meeting and mentioned the fine presentation. He mentioned that Tom Shreve was the winner of the door prize.

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REPEATER - WA3TRJ informed that the committee has agreed to sell a transmitter to Erie Tech for \$200. He also reported that the repeater is now a single site repeater and located at the Antenna Farm.

OLD BUSINESS: NONE

NEW BUSINESS:

A letter was read by the Secretary announcing the presentation of a \$4.00 award to RAE Inc., as a recipient in the First National's "We Care" Charity Donation promotion. The members expressed appreciation for this award.

WA3HDK mentioned the need for two helpers for getting the present QUA ready to mail.

WA3TRJ pointed out that there has not been no decided loss in membership due to the increase in dues for this year.

WA3TRJ made a motion, seconded by WA3HDK, that the meeting be adjourned. Adjournment was at 9:30 P.M.

C.R. Jury, WN3UCX
Secretary

Enlist an area old-timer to give a talk on radio in your area "back then." Some may even have some vintage apparatus, and you don't have to go back very far to fascinate the younger members of your club. TNX Hall of Science Radio Club. Flushing N.Y.

Help put on a program....laugh
a lot at the right time.

Con't be indifferent all
the time, part time is bad
enough.

BROAD BRUSH REVIEW OF CW MESSAGE HANDLING - K3CB Hank

Amateur radio is one of the greatest hobbies in the world; traffic handling is only one aspect of it. I enjoy traffic handling for several reasons not the least of which are the people you meet; the challenge of developing adequate skill; and some measure of public service. I recall that it was through the efforts of W2RUF, Buffalo, N.Y., Clara Reger, then manager of the NYS net, and the Empire Slow Speed Net (ESS), each providing me with written instructions and examples that gave me interest and confidence to really become active. I would like to return the favor by providing some help to those who might become interested as I did.

As the title of this article suggest, this will not be a complete treatise on message handling; just highlights of things that need emphasis punctuated with a few "please do" and "please don'ts". For a complete treatise I recommend "The Radio Amateur's Operating Manual" published by the ARRL. My copy cost \$1 a few years ago. It covers a lot more than just traffic handling; worth owning.

For the most part I will be referring to good or 'proper' operating practice, not necessarily followed by all active stations. After all, this is a hobby and many stations are in the learning process. New stations appear on EARN every week with varying degrees of skill. Proper operating practice promotes skill and enjoyment of traffic handling but pleasure is also derived in helping someone learn the ropes and move his traffic. There are some no-no's though and these I will try to spell out.

Please don't hesitate to contact me for clarification or additional information. I'll be glad to know you're that interested and that somebody read this!

CODE SPEED

Send at your copying speed, no faster. I start with code speed because if you can't copy the other station or he can't copy you, all is lost. Under normal conditions, and under the worst of conditions, code speed is the key factor. There are no "hot shots" in traffic circles; only those that try to be. The closest to being a hot shot you can become is to send a message, without error, and have the other station say "QSL" the first time round, and do it all the time. Then you are not called a hot shot but a top notch operator.

Few stations can copy much over 20 WPM legibly by hand; copying on a typewriter is something else. The sender's speed is your only clue as to his ability to copy legibly on paper even though he may be able to copy twice that speed in his head. Sloppy fast speed sending also tells a story. So send at your copying speed and slow down if you hear a slower speed. You can do one thing more; send QRS whenever necessary and don't feel embarrassed. He should be sending at or below your speed and fists are like handwriting; some very legible, some good, some so-so, and others well.... Good spacing between characters makes all the difference in the world. If you have a problem of sending characters together, try practicing sending words spelled backwards. Notice the spacing between characters you force yourself to use..

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RECEIVING TRAFFIC

When the NCS sends two stations off frequency to relay traffic, the station that is to receive the traffic picks the spot that is clear at or near the frequency the NCS specified and calls the other station. Remember that! The receive station calls the transmit station. The receive station might have local QRM that the transmit station doesn't hear.

If the transmit station has break-in, he should send QSK before the PR of the preamble. If he doesn't send QSK assume he doesn't have break-in unless you know by experience he does and that your signal strength and QRM conditions are such that he will hear you if you break-in. Make use of QSK when you can. Break by sending continuous dots or long dashes but wait until he has had time to correct his own mistakes or to send an IMI and repeat the word. There is nothing wrong with breaking a word or two after a questionable word or character and saying AA (last word received good). On first appearance a word may look crazy but a second look shows it is okay (or maybe slightly misspelled). Messages do not have to make sense to you; if you copied correctly you have done your job: QSL.

Word Count The preamble contains the number of words in the text (CK) and is furnished for your information as much as for anyone. Copy the text in groups of five words spacing between groups or writing each group on a separate line. At least 1 message in 10 has a wrong word count and this percentage is too high. Too little attention is paid to word count at section level and leads to errors and extra transmissions later. If the word count is wrong, how do you know the text is correct? Adding a word or leaving one out can change the meaning. If the station receiving the message from the originator could be counted on to check the word count and make the change with the originators permission when necessary, this problem would be eliminated. Wrong word counts would actually indicate operators errors. Each word is separated from the next by a space. For example: ADAMS APPLE 2 words 4171 1 word NYC 1 word. ARL NINETY SIX 3 words. When ARL texts are used the CK should include ARL. The reason it should be there is a little outmoded, but nevertheless it is still proper form. Words like 'everyone' properly sent is one word, but sent with a space 'every one' it is two words. The CK should agree with how it is sent - spaced or not. Don't waste time in a traffic net arguing about how to count. The purpose of the check is to confirm the number of words in the text. QTB is a useful signal in confirming check. Once you are sure you have copied it correctly, receipt for the message and get on with the next one. If your check does not agree with the check as sent, after confirming that you have the text just as sent to you, this can be indicated by a 'corrected check': CK 24/26 (except don't send the CK;) which indicates the originators check was 24 but the text now contains 26 words.

Getting fills

Abbreviations:

AA All After
AB All Before
WA Word After
WB Word Before
BN Between

IMI Repeat or question mark
CFM Confirm
C Correct (or CFM)
N Not correct

DN (/) is not a repeat sign

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CW Message Handling Con't from page

If the receiving station asks for WA Going send him the word after GOING only, just that word. Nothing more. (I've had more otherwise good copy messed up on my mill by superfluous transmissions than you can count on an abacus.)

To get fills between words, the form is:

BN JONES IMI AVENUE

Don't repeat Jones nor Avenue, just the missing words.

To confirm your copy of something, the form is:

CFM TEL 957 3210 K

The response is either C or N. If N, repeat the words correctly and if only one word was incorrect repeat only that one.

The number of fills required, and the method of requesting fills (or responses to fills requested) is an indication of operating conditions at the other end. Perhaps you should send slower or put more spacing between characters (equivalent to sending slower).

Strive for accuracy of copy, whether sending or receiving, and cooperate with the other station. Even then, all errors may not be caught. However, don't be a purist. The use of CFM can be overdone. If a station is persistent in the use of CFM and is correct send much slower.

SENDING TRAFFIC

Good practice dictates that all superfluous signals be omitted. Three of these are CK, TO, and SIG. You might say NR is superfluous too, but it signals the start of the message. The procedure signals AA between parts of the address, BT to bracket the text, and AR to signify the end of a message are necessary.

Punctuation is never sent; None. Not ever. Where punctuation is necessary in the text use X or QUERY. In the address, initials are sent as single letters separated by conspicuous spaces. Leave no doubt they are initials.

One thing that shows up in messages lately that did not exist a few years ago are zip codes and another is telephone numbers. Zip codes are useful if the message is mailed, but why send the area code in the telephone number? Who is going to make a toll call? If the city and state in the address are wrong, the telephone number will also be useless. What do you think? These numbers are a problem. Numbers are the characters most often copied wrong (and sent wrong), so it is a good practice to send both the zip and the telephone number twice using IMI to repeat after the first time sent. Unusual names and words should also be repeated in the same way.

Book Messages Most stations know the form of book messages but should also realize the work involved by the operator who has to break them up for final delivery. Do 't misunderstand--book messages are good and efficient and should be used.

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2W Message Handling Con't from page

Book messages usually have the same preamble and text, but different addresses and sometimes signatures. (There are other forms however.) Each book of 3 addresses counts as 1 message sent or received and should be reported as traffic to be sent using this count to the NCS. A book of 5 addresses or 4 addresses, for example, would count as 2 messages. Each multiple of 3 addresses and fraction of 3 counts as one message.

Suppose you listed as traffic 3RN 1 and sent the 3RN rep a book having three addresses and he finds that one address is for Maryland, one for Philadelphia, and 1 for Connecticut. The 3RN rep has to break up the book message into three separate messages sending one to MDD, one to EPA and one to EAN on the 3RN net. No problem and he gets credit for receiving 1 message but for relaying 3. But suppose the message had contained 10 addresses all outside of the 3RN area. The EAN TX rep now has the problem.

Unless all the addresses going to the same area are together, he must jump around and hope he doesn't miss any when sending to one area. Time permitting he marks them ahead of time when counting his traffic for listing on EAN. When they are not all together for one area even counting is more difficult. If you receive a book out of order, be a pal and regroup them before you relay the book. Message numbers within a book do not have to be in order.

Book messages are sent a little differently than regular messages too. An example of a message is as follows:

BOOK OF 5 BT

R K3CB ARL 6 NORTH EAST PA MAR 2 BT

ARL FIFTY ARL SEVENTY SIX 73 BT

HANK BT

NR 7 JOHN FITZPATRICK AA 1719 IRISH AVE AA WHISKEY MD BT

NR 10 ORAL LOVELACE AA 234 FOURTH ST AA GAYETOWN MD BT

NR 8 HOWARD WILLIAMS AA RD 1 AA BISMARK ALA BT

NR 9 R T CRUDE AA 684 WHISPERING HURRICANE AA LAKESIDE ILL BT

NR 11 BILL CACTUS AA 210 LITTLE FLOWER RD AA PHOENIX AZ BT

END OF BUK AR B (or N)

Notice that each part is bracketed with a BT and that the message is sent continuously without a break, the BT serving as a new line indicator, and the message ends with an AR followed by a B for more messages to follow or N for none. (The common mistake is send AR at the end of an address instead of BT, but AR means end of transmission.)

Getting fills is still easy. Suppose you missed the word HURRICANE. You would send NR 9 WA WHISPERING K. If the word LAKESIDE was also missed, you would then send WB ILL K without repeating NR 9.

Suppose this message had originated on WPA, the station taking the message to 3RN would have to break it up into 2 books; one book going to MDD (NRs 7 & 10) and the other EAN (NRs 8, 9, & 11).

The EAN rep would break his book of 3 into 3 separate messages, 4RN, CAN, and PAN, and that is the order in which the messages appear.

Book messages do save time and should be used, but have pity on the busy 3RN and/or EAN reps who have to break them down. Help avoid errors.

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OPERATING ON THE NETS

To get into a net, the first thing you must do is zero beat (QNZ) the NCS. Now this is a subject discussed at length many times in many places, still there are those that are consistently high or low. The net frequencies listed in the directory nominal and the NCS selects the frequency plus or minus 1 or 2 according to QRM. His frequency is the net frequency. For reference here are the present net frequencies and their operating times:

WPA	3585 KHZ	7 P.M. local time
3RN	3590 KHZ	7:45 and 9:30 P.M. local time
EAN	3670 KHZ	8:30 P.M. local time
	7090 KHZ	(summer months when skip is bad)

Operation on the nets are pretty much the same as a little listening will tell you. The principle difference is manner in which you QNT: You must say from which net you are a rep (both 3RN and EAN) and on EAN you must list your traffic in a specified order. Examples:

On 3RN

FM WPA QTC MDD 2 EPA 1 EAN 6 K

On EAN

FM 3RN TX QTC 1RN 1 2RN 3 4RN 1 8RN
1 K Or
FM 3 RN RX QRU k

On ean we usually have two reps from each RN section: one to transmit messages (TX) and one to receive traffic (RX), but one station may be both RX and TX and QNI's as 3RN RX/TX.

EAN handles traffic for the following and this is the order in which traffic is to be listed:

1RN 2RN 3RN 4RN 8RN ECN CAN PAN W3EML (OTHER)

ECN Eleventh Region Net, handles traffic for Eastern Canada; it belongs after the 8RN listing.

CAN Central Area Net is covered by one TCC station who takes all traffic to that net which meets on the EAN frequency at 9:30 P.M. local time.

PAN Pacific Area Net is covered by one TCC station who has a regular sked with one other station from the PAN area.

In addition, there are stations who QNI CAN to receive traffic for the EAN area, and who schedules with PAN stations to pick up traffic from that area. Normally, these stations will try to clear all their traffic on section and RN nets before EAN meets. This means they must go from one net to another. When one of these TCC stations check into WPA every effort should be made to clear their traffic as rapidly as possible so that they can QNI another net. Sending one station off frequency with the TCC station to clear all his traffic is one way. Then the TCC station can be given a QNX and the other station can list the traffic again if necessary (but usually not necessary). The NCS then clears the TCC traffic in the normal manner. Any traffic the TCC does not clear on the nets he brings to EAN and that means it reaches section nets the next day.

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2W Message Handling Con't from page

W3EML must get reports from each of the four ICC stations on a daily basis. To expedite getting this traffic, he usually can get it from EPA and will also forward this traffic to him.

If each of the nets EAN serves is represented by 2 reps, we have 16 stations in the EAN net. Then there are those who are not from one of the nets, but have traffic and QNI: FM NIL QTC or FM 3RN RX ALT QRU K. Now how many stations are in the net? All traffic must be handled in 60 minutes or less or it doesn't get handled. The EAN NCS is therefore a special breed; he has six arms, three eyes, nine ears, a high speed computer, but only one transmitter. Having only one transmitter doesn't seem to bother him too much though. What bothers him are those who do not shut up when he says QNE and those that transmit while someone else is also transmitting.

To avoid dual transmissions some EAN NCS stations use QNA or just plain talk like 3RN TX K.. I like to be one of the last to QNI so that I can make a list of the stations in the NET for reference later, and if I'm the RX rep, how much and who has traffic coming my way. The NCS seldom cooperates; he calls me long before my list is complete.

QN signals

You should be familiar with all QN signals or have a list handy. Most give no trouble but QNV confuses many stations:

QNV Establish contact with _____ on this frequency. If successful QSY to _____ and send traffic for _____.

When condx are bad, or a station has a weak signal, the NCS must find out if that station can be heard by the station to receive the traffic.

The NCS sends: K3XX DE W3NCS QNV WA3LXX UP4 KOSHMOSH K

K3XX responds: WA3LXX DE K3XX UP4 K and listens for WA3LXX to answer.

If WA3LXX can hear K3XX okay he sends: K3XX DE WA3LXX UP4 K (or GG) Now if K3XX does not hear WA3LXX he sends: QNP

If WA3LXX cannot hear K3XX good enuf to copy his traffic he sends: QNP and that ends it. The NCS takes over.

If okay, since WA3LXX is the receive station, he calls K3XX up 4 khz

You'd be surprised how often this one got messed up; I think that the called station really didn't hear what the NCS said and is guessing, so he just says GG or gives a DIT. The silence that follows is broken by HI's and gnashing of teeth by the NCS. Moral: Listen carefully to all transmissions.

That about wraps up all I have to say. Since I mentioned the Empire Slow Speed Net (ESS) at the beginning of this article, and because I think it still is the best available active slow speed going today, it is worth telling you something about it.

It meets daily, 7 days a week, at 6 P.M. on 3590 khz. The net manager is K2UIR from Rochester N.Y. Stations that check in are from not only W2

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CW Message Handling Con't. from page

land but also w1, w3 and w6 with an occasional w4 and w9. The speed is limited to 12 wpm on the net frequency but faster if you want off frequency. At slow speed it is easy to copy everything and learn procedures well. Regular members of NJN, NYS, EPA and MDD used to check in but I don't know if they still do. 6 P.M. is too early for me otherwise I'd still QNI. A lot of PHONE stations clear their traffic on ESS and brush up on CW besides a lot a ex-provice operators getting their feet wet. For practice out of state messages are sometimes passed to stations going to their regular section nets later, and who then have traffic for their RN net man. Yes, because the stations are inter-region, EAN is bypassed as well as the RN nets in many cases and same day delivery is often made. They used to put out an excellent bulletin covering all sorts of things but I don't know iff they still do.

If you have the inclination and are home at 6 P.M. suggest you listen in and perhaps QNI.

Any questions?

"73's" HANK K3CB

IGNITION NOISE?

One of the problems encountered by most hams who put the rig into the car is that of noise. There are all kinds of noises which will partially or completely drown out radio reception. I have talked to many hams who are looking for the cause of the ignition noise they hear and are unable to find or cure it. The first step is to check to see if the spark plugs and cables are of the proper type. You just put in new resistor cables? And you are still bugged by the "tick-tick-tick" in your receiver? Maybe the cables are not of a high enough resistance. Bob Newton, a factory representative from Standard Motor Products, Inc., told me that some cables on the market by major manufacturers are not of sufficient resistance to blank out ignition noise in your radio. They may be listed as "approved" by FCC, DOT, ICC, or some other three-letter organization. One company is currently up for court action as a result of their marketing of substandard cables. Bob assured me it was not Standard Motor Products.

I pulled a set of ready-made "carbon" cables from the shelf, and installed them on my engine, which was equipped with the "substandard" cables. The noise was reduced to near zero. It is best to use a ready-made set of cables because they take less time and the ends do not come off under light stress. Many people have a hangup against carbon wires ("They break when you bend them"). Their reasons are not justified. Most new carbon cables use a fiber core instead of the old style glass core. I put a set of them cables on a Chrysler Product 440 cubic-inch engine (with air, etc.) and had no problems. Any other engine could be done more easily. Use the same type of equipment (plugs, cables, etc.) recommended by the manufacturer. Also, it is a good idea to bond, with heavy wire, the hood and body; it may help a little bit more. Do not use cheap "discount house" tune-up parts. The increase in noise and the decrease in economy and performance will never justify the dollar and a half that you may save when you buy them.

Alternator noise can usually be eliminated with a bypass capacitor in the 12 volt line to the rig. Road noise cannot be eliminated except for

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checking your tire pressure and type of tread. Snow tires at 55 mph on a hard road can be deafening. One other note for cars with Delco distributors (General Motors), especially 8 cyl. models: There is a static shield inside the distributor over the points. This is a metal shield. Do not throw it away. You wouldn't believe how many late model cars have no shield because the clown working on the distributor could not figure out what the little silver thing was for.

These points may help your ignition noise problem, but then maybe they won't. If not, call me on 10/70 or 37/97. I will try to help you out. With the exception of the alternator filtering, I tried all of the above on my car and had good results. Good luck.

T.C.R.C.
WA2DWN

ANTIQUE WIRELESS TEST DRAWS RELATIVELY FEW HAMS

For some reason the activity during the Antique Wireless Association party the second week seemed considerably less than the first, with a slight pick-up just before the end.

Likewise the CW DX party conditions were fair but the turnout seemed low.

Many Frequencies

When one considers the number of hams within a 50 mile radius of Syracuse, one would run into most of the local fellows and gals over a period of time.

Of course, there are a lot who are relatively inactive, because of work and family commitments, but this number has been dropping since the license fees went up (and they are going up again right now). However, when one considers the possible time-frequency-mode slots these amateurs operate in, never hearing some of the very active hams is not surprising.

First of all there are many possible bands of operation.

Furthermore by their groupings into Extra, Advanced, General, Conditional, Club, Military, Novice and Technician classes there is a tendency to stick to certain portions of the band where their friends may be found.

We also have the mobile, and the maritime mobiles and the aeronautical mobiles to spread things a bit more. Despite all the crying about incentive licensing, it is interesting to note that of the over 21,000 New York State hams, of whom nearly 770 are women, over 5 per cent of them have extra class licenses now, 20 per cent are advanced, 35 per cent General, 25 per cent technicians and 8 per cent Novices.

Finally there is one great subdivider, the modes and special types of activity. Not only do hams operate CW, TTY, AM FM, DSB, SSB, ATV, Slow scan, Satellite and moon bounce, Weather, remote control, research, experimentation, museums, traffic handling, rag chewing, frequency measuring, high speed code, dxing, awards, certificates, contests, and the like but many of them became active in many of these endeavors.

Many of the retired chaps go in for nets of their type activity such as the Veteran Wireless Operators Association, or the Society of Wireless Pioneers, or the Antique Wireless Association, the Quarter Century Wireless Association, the Old Old Timers Club, GE, Westinghouse, or RCA.

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Antique Wireless Test Con't from page

But now you can see how two very active hams could live only a few houses apart and never know the other was a ham, except perhaps by the gibeaway of the antennas. On the other hand, by a bit of listening around on different frequencies and modes, one can become acquainted with some of the most famous engineers, doctors, lawyers and men of experience in the world.

Admittedly there is a lot of just plain bull tossed about by these "Mexican athletes" (bull throwers), but a great deal may be learned by just listening to the more knowledgeable.

Don't forget that the RAGS auction is being held April 18, not the 11th this month.

John M. Jeffords, W2WS

AMERICAN RADIO RELAY LEAGUE, NEWINGTON, CONNECTICUT, U.S.A. 06111

Thousands of U.S. and Canadian amateur radio operators will literally "head for the hills" this weekend, June 22-23, to participate in Field Day, an annual event sponsored by the American Radio Relay League (ARRL) with headquarters in Newington, Connecticut. Local amateur radio clubs and individual amateurs will compete for the highest number of contacts with other Field Day participants. While outwardly competitive, the real purpose of Field Day is to provide an opportunity for hams to test their equipment and skills needed to assist the Red Cross, civil defense authorities, police, and other life-saving organizations when normal channels of communication are disrupted. This was brought into sharp focus during the recent series of tornadoes outside the disaster area that they were safe and sound.

The 1974 event marks the 41st anniversary of Field Day. A notable addition to the rules this year provides an incentive of bonus for those stations using "natural" sources of energy such as solar power, wind, or water. One can also earn extra points by communicating through the hams' own satellite, Oscar, short for Orbiting Satellite carrying Amateur Radio.

Amateur radio provides the public with a precious reserve of trained radio operators who are quick to respond in times of emergency, all at no expense to the taxpayer. The ARRL, a bi-national society of U.S. and Canadian amateurs, sponsors Field Day, and other events throughout the year, to assure that hams will be prepared when disaster strikes.

ARRL

FIELD DAY HINTS AND KINKS

Our files on field day "tricks" are pretty thin, but here are a few that come to mind. When you're thinking about those rules after the event give some attention to problems encountered and solutions found, so we can pass them along to the crowd for next year. Hint number one might be something like "don't spread your members too thin." That is, don't aspire to a big set-up if you have only a few available bodies.. Remember, if ten guys say in January that they will show up for FD, probably only five or six will actually do so. Unexpected "extras" who show up can always be put to good use without counting on them showing up.

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FIELD DAY HINTS AND KINKS Con't from page

Give some serious thought to what gear to take along. For example, solid-state equipment has a propensity for quitting after a few minutes or hours of voltage spikes from a genny. This is especially true for keyers, even tube-type. Plan on a battery-operated keyer if possible. Don't try to use electric clocks on a genny, either, for obvious reasons.

Drill your operators not only on proper contest techniques such as logging and keeping of dupe sheets but also in the art of copying formal traffic. Every FD seems to bring complaints of stations refusing to accept traffic, even though a message handled is worth 5 points (as much as 5 contacts). There is really no excuse for not handling a message on FD through ignorance, because if you are set up in a real emergency situation you will be handling traffic almost exclusively.

Set a goal for your group, in terms of performance. Since the purpose of FD is communication, decide how many QSO's you should make. Take last years results for you category and find the average or median score. Then decide if you expect to make that many, or more or less. Set your goal high.

Public relations goals can revolve around publicity; see how many different news outlets you can tap. Don't underestimate the value of FD to even TV stations; many are willing and anxious to make a tape for their 6 o'clock news.

Along with the usual FD photographer, why not assign a FD "recorder?" Your club's written record of FD, done on the spot, will help you iron out difficulties before the next year, and will provide interesting reading for members in years to come. Also, a written report to Hq. can help us document FD as a valuable public service exercise and provide amateur radio with ammunition against its foes.

ARRL

REMEMBER

To drill your field day operators in message handling before the event.

To send HQ. your club paper or bulletin so next time your name can appear here.

ARRL

Don't let one or two members hog all the conversation or do all the work

Limit the time business consumes but cover all needs.

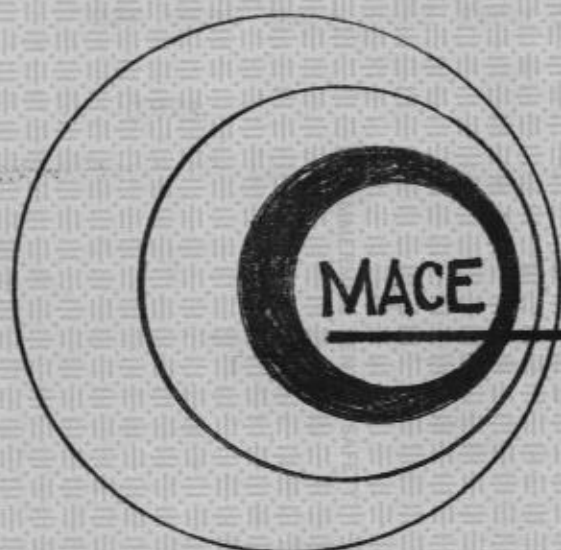
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